

5 CUMULATIVE IMPACTS

5.1 INTRODUCTION TO THE CUMULATIVE ANALYSIS

This Draft EIR provides an analysis of cumulative impacts of the proposed project, as required by State CEQA Guidelines Section 15130. Cumulative impacts are defined in State CEQA Guidelines Section 15355 as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” A cumulative impact occurs from “the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time” (State CEQA Guidelines Section 15355[b]).

Consistent with State CEQA Guidelines Section 15130(a), the discussion of cumulative impacts in this Draft EIR focuses on significant or potentially significant cumulative impacts. State CEQA Guidelines Section 15130(b) provides, in pertinent part:

The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness.

The cumulative impact analysis in this Draft EIR is based on “(a) list of past, present, and reasonably anticipated future projects producing related or cumulative impacts” (State CEQA Guidelines Section 15130(b)(1)(A)). The project vicinity is urban and primarily built out. Residential development surrounds the project site on three sides with commercial development on the fourth side. The project is a discreet project and does not involve or would not cause the development of any other projects. Please refer to Section 6.2, Growth Inducing Impacts. The City of Santa Clara and the City of San Jose were contacted to identify potential cumulative projects. These projects (cumulative projects) are described below.

5.1.1 RELATED PROJECTS

The analysis of cumulative environmental impacts associated with the project addresses the potential incremental impacts of the project in combination with those of other past, present, and probable future projects and land use changes. The projects listed in this Chapter and Appendix M include pending applications filed with the City of Santa Clara and San Jose between January 2003 and December 2005. These lists are not intended to be an all-inclusive list of projects in the region, but rather an identification of projects planned in the vicinity of Santa Clara Gardens project site that could contribute to similar cumulative environmental impacts. This analysis is based on information obtained from the City of San Jose website (http://www.sanjoseca.gov/planning/dev_review/pending.asp) and staff at City of Santa Clara, Department of Planning and Inspection.

In addition to these projects, it is acknowledged that the totality of past development in the Cities of Santa Clara and San Jose and Santa Clara County in general has, over the years, resulted in substantial changes in the environment and numerous significant environmental impacts to visual resources, air quality, biological resources, hydrology, noise, traffic, and water use. The existing conditions discussions provided throughout Chapter 4 reflect the cumulative impacts associated with previous development in the region.

5.1.2 GEOGRAPHIC SCOPE

The geographic area that could be affected by the project varies depending on the type of environmental resource being considered. When the effects of the project are considered in combination with those other past, present, and future projects to identify cumulative impacts, the other projects that are considered may also vary depending on the type of environmental effects being assessed. The general geographic area associated with different environmental effects of the project defines the boundaries of the area used for compiling the list of projects considered in the cumulative impact analysis. Table 5-1 presents the general geographic areas associated with the different resources addressed in this Draft EIR analysis.

Table 5-1 Geographic Scope of Cumulative Impacts	
Resource Issue	Geographic Area
Land Use and Agricultural Resources	regional and local
Visual Resources	local (City of San Jose and Santa Clara)
Air Quality	regional (pollutant emissions that have regional effects) and immediate project vicinity (pollutant emissions that are highly localized)
Noise	local (immediate project vicinity where effects are localized)
Biological Resources	regional (Santa Clara County) and local
Hazards and Hazardous Materials	local (immediate project vicinity)
Earth Resources	local
Hydrology and Water Quality	local
Public Services and Utilities	regional (water, wastewater, electricity, natural gas, solid waste) and local (police and fire)
Transportation and Circulation	regional and local
Cultural Resources	local (limited to project site)
Population/Housing	regional
Source: EDAW 2006	

Because identification of individual projects on a regional scale (i.e., Santa Clara County) would be exhaustive and is unnecessary given that planning projections generally include regional development, the regional context for the cumulative impact analysis is described more generally rather than in relation to individual development projects. Where relevant, the analysis is based on regional resource studies and plans (i.e., general plans, regional transportation plans) that forecast or evaluate planned development projects over a defined planning period.

5.1.3 PROPOSED PROJECTS IN CITY OF SANTA CLARA

The following is a description of representative projects that are pending or have been approved by the City of Santa Clara and would contribute to cumulative development impacts in the local area. Refer to Appendix M (Table 1) for a more detailed list of pending and approved projects in the City of Santa Clara.

INTEL

The Intel development proposal includes a 100,000-square-foot office building at 2250 Mission College Boulevard (SC-12b) and a 400,000-square-foot office building on Freedom Circle (SC-14). These developments are located approximately 6 miles north of the project site. These developments have been approved, but are currently on hold.

MASKATIYA/SURI

The Maskatiya/Suri development would construct a 132,000-square-foot office development located at 2350 Mission College Boulevard approximately 6 miles north of the project site. This project has been approved, but is currently on hold.

APPLIED MATERIALS

Applied Materials would develop an 840,000-square-foot research and development building located at 3333 Scott Boulevard. This facility is approximately 5 miles north of the project site. This project has been approved, but is currently on hold.

KAISER

Kaiser would develop a new helipad at the existing Kaiser hospital located at 700 Lawrence Expressway and a new 675,000-square-foot hospital facility located near the corner of Homestead Road and Lawrence Expressway. This facility is currently under construction and is located approximately 2.5 miles west of the project site. Project completion is anticipated in 2006.

HEWLETT-PACKARD

Hewlett-Packard would develop a 727,500-square-foot office and research and development facility near the corner of Stevens Creek Boulevard and Lawrence Expressway. This facility is

approximately 2.5 miles west of the project site. This project has been approved, but is currently on hold.

3COM PAL SITE

The 3Com Pal Site project would develop a 278,000-square-foot office and research and development facility located near the corner of Great America Parkway and Yerba Buena Way. This facility is located approximately 8 miles north of the project site. This project has been approved, but is currently on hold.

YERBA BUENA/IRVINE

The Yerba Buena/Irvine project would develop a 911,000-square-foot office building located near the corner of Great America Parkway and Yerba Buena Way. This facility is located approximately 8 miles north of the project site. This project has been approved, but is currently on hold.

MARRIOTT COURTYARD HOTEL

The Marriott would develop a new 225-room hotel at the northwest corner of Tasman Drive and Centennial Boulevard approximately 7 miles north of the project site. This project has been approved, but is currently on hold.

RIVERMARK PROJECT

The Rivermark has a remaining 35 housing units to develop in the Agnews West development project approximately 6 miles north of the project site. This project is currently under construction and project completion is anticipated in 2006.

VIDOVICH

The Vidovich project developed 228 apartments at 3600 Flora Vista Avenue, approximately 5 miles west of the project site. Construction of this development was recently completed.

CHARGIN/EAH

The Chargin/Ecumenical Association for Housing (EAH) project would develop 42 senior-housing apartments located at 1000 El Camino Real, approximately 2 miles north of the project site. Construction of this development was recently completed.

SANTA CLARA UNIVERSITY

A Ten Year Capital Plan and Master Use Permit Amendment was approved in 2002 for the Santa Clara University campus. The Ten Year Capital Plan consists of phased development of five projects that include the construction of three new buildings and two building expansions. The Plan identifies the location, conceptual footprint and floor area of each of the approved development projects. Projects approved for development as part of the Ten Year Capital Plan

include: Orradre Library Consolidation and Expansion project, Leavey School of Business, Multi-Use facility, Heafey Law Library expansion and Benson Center expansion projects.

The first project to be constructed in the Ten Year Capital Plan is the Orradre Library Consolidation and Expansion project. This project involves the demolition of the existing 114,989 square foot library, located adjacent to The Alameda Mall directly across from the Benson Center, near the northeast corner of The Alameda and Market Street intersection, and new construction of an 183,289 square foot advanced library facility on the same site.

The University has recently completed construction of a new 1,500-seat baseball stadium at the intersection of El Camino Real and Campbell Avenue across from the SCU campus intramural fields. In addition, the University is currently constructing a Jesuit Residential Community facility on Franklin Street, between Lafayette and Alviso streets across from the Meyer Theater on the University campus. This facility provides replacement housing for up to 32 members of the Jesuit order that teach and/or otherwise participate in campus operations and activities.

CITATION PROJECT

The Citation Project proposes to develop 211 townhouse style single family housing units (Mission Gardens) and 202 condominium units (Mission Terrace) located near the corner of Lafayette Street and Hope Drive. This project is located approximately 6 miles north of the project site. The project has been approved and is under construction with completion scheduled for the end of 2006 or early 2007.

SOBRATO PROJECT

The Sobrato Project proposes to develop 306 apartment units on 6.8 acres located at 435 El Camino Real and approximately 2 miles northeast of the project site. The project was approved in 2004 and project completion is scheduled for 2007.

5.1.4 PROPOSED PROJECTS IN CITY OF SAN JOSE

The following is a description of representative projects that are pending or have been approved by the City of San Jose and would contribute to cumulative development impacts in the local area. Refer to Appendix M (Table 2) for a more detailed list of pending and approved projects in the City of San Jose.

HARKER SCHOOL PROJECT

The Harker School Project proposes to develop a 58,385-square-foot science building located near Interstate 280 and Saratoga Avenue in the City of San Jose. This project is located approximately 1 mile southwest of the project site.

PACIFIC BELL PROJECT

The Pacific Bell project would develop a new 236,000-square-foot office building and a parking structure located on South Monroe Street approximately 1 mile southeast of the project site.

KIDZ ACADEMY PROJECT

The Kidz Academy Project would establish a 2,400-square-foot child care facility in an existing church on a 9.6-gross-acre site, located at 1224 North Winchester Boulevard approximately 0.15 mile south of the project site.

FEDERAL REALTY INVESTMENT TRUST TOWN AND COUNTRY PROJECT

The Federal Realty Investment Trust Town and Country Project would develop a new 650,000-square-foot retail complex and 1,200 residential units on approximately 39 acres located at the southeast corner of Stevens Creek Boulevard and Winchester Boulevard approximately 0.75 mile south of the project site.

NORTH FIRST STREET REDEVELOPMENT PLAN

The North First Street Redevelopment plan includes construction of approximately 4,000 condominiums and apartments in the North First Street industrial corridor, mostly proposed as mid- and high-rise structures. The plan area is 285 acres and is located approximately 4 miles north of the project site.

SHELTERCRAFT PROJECT

The Sheltercraft Project would develop a new 158 unit multi-family housing development at 801 South Winchester Boulevard approximately 1 mile south of the project site.

O'CONNOR HOSPITAL EXPANSION PROJECT

The O'Connor Hospital Expansion Project would develop a 90,000-square-foot expansion to the existing hospital located at 2105 Forest Avenue approximately 0.75 mile east of the project site.

5.2 CUMULATIVE IMPACT ANALYSIS

LAND USE AND AGRICULTURAL RESOURCES

The project is located in an urbanized area with residential and commercial development completely surrounding the project site. The project would construct single-family residential housing that is similar to surrounding residential neighborhoods and senior housing facilities that are compatible to adjacent retail and commercial facilities. Development of the project would not substantially change the development intensity of the area or overall land use patterns. Cumulative projects are sufficiently distant from the project site such that

development of the project would not combine or contribute to the cumulative changed development intensity of the area. This would be a less-than-significant cumulative land use impact. The project would convert approximately 17 acres of prime farmland and farmland of statewide importance to urban uses. No other farmland resources are located within the City of Santa Clara and the City has no adopted policies that protect or preserve farmland resources. Development of the project in conjunction with development of the cumulative projects and buildout of the City of Santa Clara and City of San Jose General Plan would result in a significant cumulative loss of agricultural land. This agricultural land conversion would be a significant and unavoidable cumulative impact and the project would result in a cumulatively considerable contribution to a significant and unavoidable cumulative farmland impact.

VISUAL RESOURCES

Implementation of cumulative projects would result in new development of some previously undeveloped areas in the project vicinity. The cities of Santa Clara and San Jose are highly urbanized areas consisting of residential, commercial, and retail centers. Although the project would develop a previously undeveloped site, this site does not provide public views of these undeveloped areas and development of the site would not substantially change the visual character of the local area. Some of the cumulative projects would convert large open space areas to urban uses (i.e., projects located in the northern part of the city); however, the project site is sufficiently distant from these developments that it would not contribute to the loss of these open space views. Because the project site is isolated from cumulative development projects that would convert open space and undeveloped areas to developed land uses, it would not result in a considerable cumulative contribution to the changed local viewshed. The project would include nighttime lighting sources that would be designed in accordance with city lighting design standards. Because of the highly urbanized character of the project area, the project's nighttime lighting sources would not be a new substantial source of light or glare in the area. Further, because the project site is isolated from other cumulative developments with nighttime lighting, it would not combine with these projects to result in a cumulatively significant nighttime lighting impact. Therefore, the project's cumulative visual resource impacts would be less than significant.

AIR QUALITY

Automobile use by residents of the project and residents and employees of the cumulative projects would increase vehicle trips in the surrounding area. As described in Section 4.3, Air Quality, the project would not substantially increase the number of vehicle trips on project area roadways and would not contribute to the degradation of LOS, delay, or volume-to-capacity ratios of these roadways. Project-related operational air emissions of ROG, NO_x, CO, and PM₁₀ would not exceed BAAQMD or California significance thresholds. Although the project would require general plan amendments, the project would develop residential land uses at reduced densities compared to what is allowed under existing general plan land use designations for the site (i.e., moderate density residential). Therefore, the project would be within and below planned development levels analyzed by the City of Santa Clara in its General Plan and BAAQMD in the Clean Air Plan. Cumulative CO concentrations were

estimated for four nearby intersections with the highest level of congestion as measured by LOS. The 3 intersections included in the cumulative CO analysis were:

- ▶ San Tomas Expressway/Pruneridge Avenue,
- ▶ San Tomas Expressway/Stevens Creek Boulevard,
- ▶ Monroe Boulevard/Stevens Creek Boulevard, and

The results of the cumulative CO modeling (Tables 4-3 and 4-4) indicate that cumulative CO emissions would not exceed BAAQMD or California significance thresholds and the air basin is in attainment for CO concentrations. Therefore, this would be a less-than-significant cumulative CO air quality impact and the project would not result in a significant contribution to this impact. Remediation activities at the project site would occur over a short duration of time. Further, the State would implement measures to effectively control dust emissions for these limited activities. No significant Cumulative impacts are anticipated. The project could result in construction-related PM₁₀ emissions that would contribute to the continued exceedance of BAAQMD thresholds. This would be a significant cumulative PM₁₀ air quality impact. Although the project would implement all feasible BAAQMD control measures to reduce PM₁₀ emissions during the construction period, and implementation of these measures on a project-by-project basis would be expected to reduce cumulative construction-related emissions, the project's contribution to the continued exceedance of state and federal air quality thresholds would be a significant cumulative air quality impact. No other mitigation is available to reduce this impact. Therefore, this cumulative impact would remain significant and unavoidable.

NOISE

Construction of the project in combination with the cumulative projects could result in construction-related noise impacts that temporarily exceed noise thresholds identified in local plans, policies, and ordinances. The nearest noise sensitive receptors are located adjacent to the project site to the west, north, and south. This would be a significant cumulative noise impact. The project would implement measures to reduce the construction-related noise impacts to a less-than-significant level. Therefore, the project would not result in a cumulatively considerable contribution to a significant cumulative impact. Further, implementation of these construction-related noise reduction measures on a project-by-project basis would be anticipated to reduce cumulative construction-related noise impacts to a less-than-significant level. Motor vehicle traffic noise from cumulative development would not substantially change from existing conditions. This would be a less-than-significant cumulative impact. As a result, the project would not result in significant motor vehicle-related noise impacts.

BIOLOGICAL RESOURCES

The project and cumulative projects would result in the development of previously undeveloped sites which could adversely affect sensitive biological resources. This would be a potentially significant cumulative impact. No special-status plant or animal species were

identified and are not expected to occur on the project site. As a result, the project would not contribute to cumulative biological impacts. Therefore, the project's contribution to this cumulative biological resource impact would be less than significant.

HAZARDS AND HAZARDOUS MATERIALS

The project and cumulative projects would result in the handling of hazardous materials (i.e., fuel, asphalt) during project remediation and construction. However, the project and cumulative projects would be required to handle these materials in compliance with standard local, state, and federal laws pertaining to these substances. The project would remove contaminated soils on the project site in accordance with the Removal Action Workplan (RAW). Removal of these soils and demolition of onsite buildings would result in hazardous material exposure impacts. The project would not require the development of any new technologies to handle hazardous materials or other aspects of the project because all hazardous materials. Therefore, the project's cumulative hazards and hazardous material impacts would be less than significant.

EARTH RESOURCES

A project's effects on geology are generally site specific and neither affect nor are affected by other development in the region. All of the cumulative projects are located greater than 1 mile from the project site, so no interactions of earth resources are anticipated to occur. The project would not substantially alter topographic features from existing conditions. Therefore, significant cumulative earth resources impact would not occur.

HYDROLOGY AND WATER QUALITY

The project and cumulative projects would result in construction activities occurring in the project area. The project site is not located in close proximity to a local water body. Construction activities would be temporary and would include the use of water quality control measures to prevent onsite and offsite erosion and adverse water quality impacts. Development of the project and cumulative developments could contribute pollutants to local waterways (i.e., San Francisco Bay), which could adversely affect the water quality of these water bodies. This would be a potentially significant cumulative water quality impact. The project would be required to obtain a General Construction Activity NPDES permit from the RWQCB and would develop a SWPPP to minimize pollutants from the site that enter the stormwater system. Construction activities would be monitored by the city to ensure compliance. Further, the project includes measures (i.e., swales, percolation areas, basins) to reduce pollutant discharges during the operational life of the project (HMH 2006). The City is a co-permittee to the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVUPPP) and the project would be designed such that project-related stormwater discharges would comply with the discharge requirements of the SCVUPPP. Therefore, the project's contribution to this cumulative hydrology and water quality impact would be less than significant. The city's existing Winchester Boulevard storm drainage system can not accommodate increased peak stormwater volumes above existing levels. The project in

combination with cumulative projects could increase stormwater volumes discharged which could adversely affect the capacity of the City's storm drainage system. This would be a potentially significant stormwater capacity impact. However, mitigation has been incorporated to reduce the discharge of project-related stormwater to Winchester Boulevard at or below existing levels. Therefore, the project's contribution to this cumulative impact would be less than significant.

PUBLIC SERVICES AND UTILITIES

The project and cumulative projects would increase demand for public services and utilities. Public service agencies would be able to serve the project (see Section 4.9, Public Services and Utilities). Long-term regional plans for public services (i.e., wastewater, water supply, fire, police, and schools) identify services required to accommodate anticipated growth based on growth projections in the City of Santa Clara and City of San Jose general plans. The project would be consistent with the City of Santa Clara General Plan and would not adversely affect the ability of public services and utility agencies to provide services to the project area. The project, in combination with cumulative projects, would not substantially impair the provision of public services and utilities. Utility providers, as part of their planning process, will periodically review and evaluate the capacity of their system and implement necessary improvements to serve planned growth. Therefore, this would be a less-than-significant cumulative public services and utilities impact.

TRANSPORTATION AND CIRCULATION

Cumulative traffic volumes include existing traffic volumes that are a result of growth in the City and traffic generated by approved and pending developments in the vicinity of the project site. Traffic from cumulative developments was modeled to determine cumulative traffic levels on project-area roadways. Cumulative traffic volumes were estimated by first expanding AM and PM peak hour traffic volumes by an annual growth rate of 1.2% per year. This growth rate was established in consultation with the cities of Santa Clara and San Jose (Fehr & Peers 2005a). Traffic from approved and pending developments and project-generated volumes were added to the expanded existing volumes to obtain traffic volumes representing Cumulative Conditions for both the proposed project and single-family development option.

Operations were evaluated with level of service calculations for all of the study intersections, and the results are summarized in Table 5-2. The calculation worksheets are included in Appendix K.

Table 5-2 Cumulative Intersection Levels of Service			
Intersection (Jurisdiction)	Peak Hour	Average Intersection Delay ¹	LOS ²
1. Newhall Street and Winchester Boulevard (CSC)	AM PM	19.4 18.4	B- B-

Table 5-2 Cumulative Intersection Levels of Service			
Intersection (Jurisdiction)	Peak Hour	Average Intersection Delay ¹	LOS ²
2. Pruneridge Avenue and San Tomas Expressway (CSC)	AM PM	57.2 67.9	E+ E
3. Pruneridge Avenue and Saratoga Avenue (CSC)	AM PM	23.7 26.3	C C
4. Pruneridge Avenue/Hedding Street and Winchester Boulevard (CSJ)	AM PM	34.2 39.7	C- D
5. Hedding Street and Bascom Avenue (CSJ)	AM PM	58.8 47.1	E+ D
6. Forest Avenue and Winchester Boulevard (CSJ)	AM PM	23.2 28.3	C C
7. Forest Avenue and Naglee Avenue (CSJ)	AM PM	36.7 39.9	D+ D
8. Dorcich Street and Winchester Boulevard (CSJ)	AM PM	9.3 13.7	A B
9. Stevens Creek Boulevard and Saratoga Avenue (CSJ/CMP)	AM PM	38.6 40.0	D+ D
10. Stevens Creek Boulevard and San Tomas Expressway (County/CMP)	AM PM	99.5 >100	F F
11. Stevens Creek Boulevard and Winchester Boulevard (CSJ/CMP)	AM PM	45.9 52.4	D D-
12. Stevens Creek Boulevard and Monroe Street (CSJ/CMP)	AM PM	36.9 70.5	D+ E
13. Stevens Creek Boulevard and Southbound I-880 Off-Ramp (CSJ/CMP)	AM PM	21.7 26.0	C+ C
14. Tisch Way/Northbound I-280 On-ramp and Winchester Boulevard (CSJ)	AM PM	18.7 36.6	B- D+
15. Moorpark Avenue and Southbound I-280 Off-Ramp (CSJ/CMP)	AM PM	19.8 24.8	B- C
16. Moorpark Avenue and Winchester Boulevard (CSJ)	AM PM	36.1 42.7	D+ D
Unacceptable operations are highlighted in bold type. ¹ Average stopped delay per vehicle for signalized intersections. ² LOS = Level of service. CSC = City of Santa Clara intersection CSJ = City of San Jose intersection CMP = Designated CMP intersection County = Santa Clara County Source: Fehr & Peers 2005a			

As shown in Table 5-2, four intersections are projected to operate at unacceptable levels under cumulative conditions. Two of these intersections, Stevens Creek Boulevard/San Tomas Expressway and Stevens Creek Boulevard/Monroe Street, are projected to operate at LOS F and E, respectively. These LOS levels are unacceptable based on the county and City of San Jose standards. The project would add up to 20 peak hour trips to the Stevens Creek Boulevard/San Tomas Expressway intersection, and would increase the volume-to-capacity ratio by 0.002 and the critical delay by 0.8 seconds. This increase in the volume-to-capacity ratio and critical delay would not exceed any applicable thresholds. The project would increase the volume-to-capacity ratio by 0.001 and the critical delay by less than 4 seconds at the Stevens Creek Boulevard/Monroe Street intersection. These increases would not exceed any applicable thresholds; however, because these intersections are operating at unacceptable level, the project's and cumulative development contribution of additional traffic to these intersections would exacerbate this unacceptable condition. This would be a significant cumulative impact. The project would contribute 0.56% of cumulative traffic at the Stevens Creek Boulevard/Monroe Street intersection and 0.25% of cumulative traffic at the Stevens Creek Boulevard/San Tomas Expressway intersection.

The Pruneridge Avenue and San Tomas Expressway intersection is projected to operate at LOS E+ during the AM peak hour and LOS E during the PM peak hour, unacceptable levels based on the County of Santa Clara standard. This intersection was also projected to operate at unacceptable levels under Background and Project Conditions during the PM peak hour. The addition of cumulative traffic causes this intersection to degrade to an unacceptable level of service (LOS D-) during the AM peak hour. This would be a significant cumulative impact. The project would contribute 0.25% of the cumulative traffic at this intersection during the AM peak hour.

The Hedding Street and Bascom Avenue intersection is projected to deteriorate to LOS E+ during the AM peak hour under Cumulative Conditions. This intersection is projected to operate acceptably through Project Conditions. Therefore, the addition of cumulative traffic causes this intersection to operate unacceptably. This would be a significant cumulative impact. The project would contribute 0.25% of the cumulative traffic at this intersection during the AM peak hour.

Mitigation Measure: The County of Santa Clara in its Comprehensive Expressway Planning Study identified the construction of an interchange at the intersection of Stevens Creek Boulevard/San Tomas Expressway to improve intersection operations. Implementation of this improvement would reduce the project's contribution to the cumulative conditions. An implementation date for this improvement and funding has not been identified at this time. The project developers shall coordinate with the County and contribute to the fair-share funding of this interchange for this intersection. However, because this improvement is in the jurisdiction of the County of Santa Clara and is not subject to the control of the City of Santa Clara, it is unknown at this time whether this improvement would be implemented. Therefore, this would be a potentially significant and unavoidable cumulative impact.

The developers shall coordinate with the City of Santa Clara and City of San Jose to contribute to the fair-share funding of a separate overlap phase for the northbound right-turns at the Stevens Creek Boulevard/ Monroe Street intersection. Based on preliminary field measurements, this improvement can be accommodated within the existing right-of-way and would provide acceptable operations (LOS D) during the PM peak hour. Because this improvement is in the jurisdiction of the City of San Jose and is not subject to the control of the City of Santa Clara, it is unknown at this time whether this improvement would be implemented. Therefore, this would be a potentially significant and unavoidable cumulative impact.

The developers shall coordinate with the City of Santa Clara and County of Santa Clara to contribute to the fair-share funding for the addition of a second eastbound left-turn lane to the Pruneridge Avenue and San Tomas Expressway intersection. Based on preliminary field measurements, the addition of a second eastbound left-turn lane can be accommodated within the existing right-of-way and would provide acceptable operations (LOS D-) during the AM peak hour. Because these improvements are in the jurisdiction of the County of Santa Clara and are not subject to the control of the City of Santa Clara, it is unknown at this time whether the mitigation measures would be implemented. Further, it is unknown whether funding would be available to construct these improvements. Therefore, this would be a cumulatively significant and unavoidable impact.

The developers shall coordinate with the City of San Jose to contribute to the fair-share funding for restriping the east leg to provide one shared left-through turn lane, one through lane, and a separate right-turn lane at the Hedding Street and Bascom Avenue intersection. Based on preliminary field measurements, this improvement could be accommodated within the existing right-of-way and would provide LOS D operations during the AM peak hour. Because these improvements are in the jurisdiction of the City of San Jose and are not subject to the control of the City of Santa Clara, it is unknown at this time whether the mitigation measures would be implemented. Further, it is unknown whether funding would be available to construct these improvements. Therefore, this would be a cumulatively significant and unavoidable impact.

CULTURAL RESOURCES

The cumulative projects would involve construction activities that could potentially affect known and previously undiscovered archaeological resources on the cumulative project sites. No known prehistoric or historic resources are located on the project site. Therefore, the project would result in a less-than-significant cumulative impact to known prehistoric and historic resources. Depending on whether these resources are considered “important” under the CEQA Guidelines, this cumulative impact would be potentially significant. The project developers would implement measures to reduce the project’s previously undiscovered cultural resource impacts to a less-than-significant level. Therefore, the project’s cumulative contribution to this impact would be less than significant. Further, implementation of Mitigation Measures 4.11-3 and 4.11-4 on a cumulative project-by-project basis would reduce these cumulative impacts to a less-than-significant level.

POPULATION AND HOUSING

The cumulative projects would involve the development of new housing (senior and single-family) in the City. None of this housing would result in the displacement of existing housing or necessitate the construction of replacement housing elsewhere. Further, the project would not alter the location, density, or growth rate of the human population in the City as it is consistent with growth projections and identified areas of development in the City of Santa Clara General Plan. Therefore, this would be a less-than-significant cumulative impact and the project's contribution to this impact would be less than significant.